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## NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 11th July, 1958 :—

Issue No.	No. and date	Issued by	Subject
102	G.S.R. 573, dated the 7th July 1958.	Ministry of Finance	A drawback allowed in respect of raw-cultured pearls converted into finished cultured pearls.
	G.S.R. 574, dated the 7th July 1958.	Ditto	The Customs Duties Drawback (Cultured Pearls) Rules, 1958.
	G.S.R. 575, dated the 7th July 1958.	Ditto	A drawback allowed in respect of duty-paid foreign materials used in the manufacture of paints.
	G.S.R. 576, dated the 7th July 1958.	Ditto	A drawback allowed in respect of duty-paid imported materials used in the manufacture of sparking plugs.
	G.S.R. 577, dated the 7th July 1958.	Ditto	The Customs and Central Excise Duties Drawback (Paints) Rules, 1958.
	G.S.R. 578, dated the 7th July 1958.	Ditto	The Customs and Central Excise Duties Drawback (Spark-ing Plugs) Rules, 1958.
	G.S.R. 579, dated the 7th July 1958.	Ditto	A drawback allowed in respect of duty-paid imported materials used in the manufacture of foot-wear.
	G.S.R. 580, dated the 7th July 1958.	Ditto	The Customs and Central Excises Duties Drawback (Foot-wear) Rules, 1958.
103	G.S.R. 581, dated the 8th July 1958.	Ditto	The Customs and Central Excise Duties Drawback, (Electric Fans) Rules, 1958.
	G.S.R. 582, dated the 8th July 1958.	Ditto	Amendments made in the Central Excise Rules, 1944.

Issue No.	No. and date	Issued by	Subject
	G.S.R. 583, dated the 8th July 1958.	Ministry of Finance	Exemption of cotton fabrics lying in a processing factory on 3rd July 1958 from the whole of duty.
104	G.S.R. 597, dated the 10th July 1958.	Ditto	Amendment made in the notification No. 83-Customs, dated the 1st May 1955.
	G.S.R. 598, dated the 10th July 1958.	Ditto	Exemption of nigerseed, when exported, from the whole of Customs duty leviable thereon.
	G.S.R. 599, dated the 10th July 1958.	Ditto	Exemption of sisamum seed, when exported, from the whole of customs duty leviable thereon.
	G.S.R. 600, dated the 10th July 1958.	Ditto	Exemption of Kardi seed, when exported, from the whole of customs duty leviable thereon.
	G.S.R. 601, dated the 10th July 1958.	Ditto	Amendments made in the notification No. 45-Customs, dated the 12th May 1954.
	G.S.R. 602, dated the 10th July 1958.	Ditto	Exemption of groundnuts, when exported from the whole of customs duty leviable thereon.
105	G.S.R. 603, dated the 11th July 1958.	Ministry of Law	The Delhi Electoral College (Election of Members) Rules, 1958.
	G.S.R. 604, dated the 11th July 1958.	Ditto	The Delhi Electoral College Constituencies Order, 1958.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

### PART II—Section 3—Sub-section (1)

**General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).**

#### MINISTRY OF FINANCE

(Department of Revenue)

#### STAMPS

New Delhi, the 15th July 1958

**G.S.R. 610.**—In exercise of the powers conferred by sub-section (2) of section 1 of the Indian Stamp (Amendment) Act, 1958 (19 of 1958), the Central Government hereby appoints the 1st day of October, 1958 as the date on which the said Act shall come into force.

[No. 22.J  
E. S. KRISHNAMOORTHY, Joint Secy.

## (Department of Revenue)

## MEDICINAL AND TOILET PREPARATIONS

New Delhi, the 19th July 1958

**G.S.R. 611.**—In exercise of the powers conferred by section 19 of the Medicinal and Toilet Preparations (Excise Duties) Act, 1955 (16 of 1955), the Central Government hereby makes the following further amendment in the Medicinal and Toilet Preparations (Excise Duties) Rules, 1956, namely:—

In the Schedule annexed to the said Rules—under the heading “Pharmaceutical Preparations”, under the sub-heading “TINCTURES” for the entry “Tinctura Zingib Fort”, the entry “Tinctura Zingiberis Fortis” shall be substituted.

[No. 11.]

M. C. DAS, Dy. Secy.

## (Department of Revenue)

## CENTRAL EXCISES

New Delhi, the 19th July 1958

**G.S.R. 612.**—In exercise of the powers conferred by section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendment to the Central Excise Rules, 1944, namely:—

In the said Rules—

in sub-rule (1) of rule 14-B, for the word ‘factory’ in the two places where it occurs, the words ‘factory or warehouse’ shall be substituted.

[No. 80/58.]

**G.S.R. 613.**—In exercise of the powers conferred by rule 12 of the Central Excise Rules, 1944, as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendments in the notification of the Government of India, Ministry of Finance (Revenue Division) No. 10-Central Excises, dated the 5th April, 1949, namely:—

In the table annexed to the said notification, in the entry in column 2 against serial number 10,—

- (i) for the words “all oils other than linseed oil and tobacco-seed oil” occurring in item (i), the words “all oils other than linseed oil, tobacco-seed oil and castor-seed oil” shall be substituted; and
- (ii) for the words “linseed oil and tobacco-seed oil” occurring in item (ii), the words “linseed oil, tobacco-seed oil and castor-seed oil” shall be substituted.

[No. 81/58.]

S. K. BHATTACHARJEE, Dy. Secy.

## CENTRAL BOARD OF REVENUE

New Delhi, the 14th July 1958

**G.S.R. 614.**—In exercise of the powers conferred by section 8 of the Gift-tax Act, 1958 (18 of 1958), the Central Board of Revenue hereby makes the following amendment to its notification No. G.S.R. 457, dated the 3rd June, 1958, namely:—

In the said notification, for the Explanation under clause (ii), the following Explanation shall be substituted, namely:—

*Explanation.*—In relation to a person who has no income assessable to income-tax under the Income-tax Act, the Appellate Assistant Commissioner of Income-tax to whom appeals would lie from the Income-tax Officer having jurisdiction

under the said Act in respect of the area in which that person resides, shall exercise the functions of an Appellate Assistant Commissioner of Gift-tax in respect of that person.

[No. G.T.4/58.]

D. SUBRAMANIAN, Secy.

**MINISTRY OF TRANSPORT & COMMUNICATIONS**

(Department of Transport)

(Transport Wing)

**CORRIGENDUM**

*New Delhi, the 5th July 1955*

**G.S.R. 615.**—In the Rules published with the Notification of the Government of India in the Ministry of Transport and Communications (Department of Transport—Transport Wing) No. G.S.R. 464 dated the 2nd June, 1958, the following corrections shall be carried out:

- (i) In rules 1 and 2 insert the words "short title and commencement" and "levy of landing and Shipping fees and wharfage"; respectively, as headings.
- (ii) Insert the words "Schedule I" above the heading "Schedule of Landing and Shipping fees and wharfage".
- (iii) In the rules mentioned in column 1 below, for the words and figures in column 2 read the words and figures in column 3.

1	2	3
Line 2 of Rule 4 . . . . .	firms	forms
Line 1 of Rule 8(7) . . . . .	package	packages
Line 2 of Rule 9 . . . . .	underlined	italicised
Line 3 of Rule 9 . . . . .	landing	handling
Line 1 of Rule 10(b) . . . . .	lighters	lighters
Column 5 against item 45 of the Schedule of landing and shipping fees and wharfage . . . . .	1.25	1.35
Column 2 against item 66 of the Schedule of landing and shipping fees and wharfage . . . . .	Bagatolle	Bagatelle
Column 4 against item 69 of the Schedule of landing and shipping fees and wharfage . . . . .	3.50	2.50
Line 2 of the Note under item 74 of the Schedule of landing and shipping fees and wharfage . . . . .	leitvied	levied
Column 2 against item 82 of the Schedule of landing and shipping fees and wharfage . . . . .	Pands	Bands
Column 2 against item 88 of the Schedule of landing and shipping fees and wharfage . . . . .	Aseka	Asoka
Column 3 against item 91 of the Schedule of landing and shipping fees and wharfage . . . . .	50 cft.	20 cwt.
Column 2 against item 93 of the Schedule of landing and shipping fees and wharfage . . . . .	Bargues	Barques
Column 3 against item 93 of the Schedule of landing and shipping fees and wharfage . . . . .	20 cwt.	50 cft.
Column 3 against item 94 of the Schedule of landing and shipping fees and wharfage . . . . .	20 cwt.	50 cft.
Column 3 against item 95 of the Schedule of landing and shipping fees and wharfage . . . . .	20 cwt.	50 cft.

Column 5 against item 100 of the Schedule of landing and shipping fees and wharfage . . . . .		1.50
Column 2 against item 108 of the Schedule of landing and shipping fees and wharfage . . . . .	Bends	Beads
Column 2 against item 110 of the Schedule of landing and shipping fees and wharfage . . . . .	Beams	Beans
Column 2 against item 118 of the Schedule of landing and shipping fees and wharfage . . . . .	Bees Wal	Bees wax
Column 4 against item 140 of the Schedule of landing and shipping fees and wharfage . . . . .	1.00	1.25
Column 2 against item 141 of the Schedule of landing and shipping fees and wharfage . . . . .	sand	and
Column 2 against item 146 of the Schedule of landing and shipping fees and wharfage . . . . .	Balance	Blanco
Column 5 against item 148 of the Schedule of landing and shipping fees and wharfage . . . . .	1.00	1.90
Column 2 against item 156 of the Schedule of landing and shipping fees and wharfage . . . . .	{ meal not in bulk	meal in bulk. }
Column 2 against item 178 of the Schedule of landing and shipping fees and wharfage . . . . .	Kinas	Kinds
Column 3 against item 204 of the Schedule of landing and shipping fees and wharfage . . . . .	Chemical	Chemicals
Column 5 against item 221 of the Schedule of landing and shipping fees and wharfage . . . . .	3.20	2.20
Column 2 against item 231 of the Schedule of landing and shipping fees and wharfage . . . . .	(stencs)	(stones)
Column 4 against item 242 of the Schedule of landing and shipping fees and wharfage . . . . .	3.50	2.50
Column 2 against item 261 of the Schedule of landing and shipping fees and wharfage . . . . .	feed	food
Column 3 against item 262 of the Schedule of landing and shipping fees and wharfage . . . . .	{ 20 cft. or 80 cwt.	50 cft. or 20 cwt. }
Column 2 against item 273 of the Schedule of landing and shipping fees and wharfage . . . . .	net	not
Column 5 against item 275 of the Schedule of landing and shipping fees and wharfage . . . . .	1.30	1.50
Column 2 against item 300 of the Schedule of landing and shipping fees and wharfage . . . . .	Chlerate	Chlorate
Column 2 against item 352 of the Schedule of landing and shipping fees and wharfage . . . . .	coin	coir
Column 2 against item 369 of the Schedule of landing and shipping fees and wharfage . . . . .	pets	pots
Column 2 against item 389 of the Schedule of landing and shipping fees and wharfage . . . . .	an sefas	and sofas
Column 2 against item 398 of the Schedule of landing and shipping fees and wharfage . . . . .	creeleum	creoleum
Column 2 against item 399 of the Schedule of landing and shipping fees and wharfage . . . . .	{ Creesot and creesote compound	Creosote and creosote compound }
Column 2 against item 400 of the Schedule of landing and shipping fees and wharfage . . . . .	soiling	soiling
Column 2 against item 403 of the Schedule of landing and shipping fees and wharfage . . . . .	cretchet	crotchet

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Column 2 against item 406 of the Schedule of landing and shipping fees and wharfage . . . . .	crushels	crushers
Column 2 against item 407 of the Schedule of landing and shipping fees and wharfage . . . . .	Crummin seeds	Cummin seeds
Column 2 against item 408 of the Schedule of landing and shipping fees and wharfage . . . . .	Curies	curios
Column 2 against item 414 of the Schedule of landing and shipping fees and wharfage . . . . .	Cyandes	Cynides
Column 3 against item 420 of the Schedule of landing and shipping fees and wharfage . . . . .	{ 50 cft. 20 cwt. or 50 cft.	{ 50 cft. or 20 cwt. or 50 cft. }
Column 3 against item 435 of the Schedule of landing and shipping fees and wharfage . . . . .	{ 20 cwt. 50 cft.	{ 20 cwt. or 50 cft. }
Column 2 against item 466 of the Schedule of landing and shipping fees and wharfage . . . . .	needle work	needle work
Column 2 against item 477 of the Sechedule of landing and shipping fees and wharfage . . . . .	Essemoes	Essences
Column 1 against item 487 of the Schedule of landing and shipping fees and wharfage . . . . .	487	478
Column 2 against item 484 of the Schedule of landing and shipping fees and wharfage . . . . .	{ (jest or radio)	{ (jest or radio) }
Column 2 against item 484 of the Schedule of landing and shipping fees and wharfage . . . . .	assessories	accessories
Column 5 against item 529 of the Schedule of landing and shipping fees and wharfage . . . . .	0.20	0.70
Column 2 against item 531 of the Schedule of landing and shipping fees and wharfage . . . . .	fuel	furs
Column 5 against item 537 of the Schedule of landing and shipping fees and wharfage . . . . .	23.75	33.75
Column 2 against item 538 of the Schedule of landing and shipping fees and wharfage . . . . .	sheras	shears
Column 2 against item 551 of the Schedule of landing and shipping fees and wharfage . . . . .	{ Plates, silvered	Plates (silvered)
Column 2 against item 560 of the Schedule of landing and shipping fees and wharfage . . . . .	Jorry Kincobs slacs	Jerry Kincobs slabs
Column 2 against item 561 of the Schedule of landing and shipping fees and wharfage . . . . .	Kincob	Kincobs
Column 5 against item 571 of the Schedule of landing and shipping fees and wharfage . . . . .	3.25	2.25
Column 2 against item 574 of the Schedule of landing and shipping fees and wharfage . . . . .	Guane	Guano
Column 2 against item 576 of the Schedule of landing and shipping fees and wharfage . . . . .	orwads	or wads
Column 5 against item 598 of the Schedule of landing and shipping fees and wharfage . . . . .	3.65	8.65
Column 2 against item 604 of the Schedule of landing and shipping fees and wharfage . . . . .	Hessian	Hessian
Column 2 against item 618 of the Schedule of landing and shipping fees and wharfage . . . . .	{ Horns of all vinds.	Horns of all kinds }

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Column 2 against item 644 of the Schedule of landing and shipping fees and wharfage . . . . .	Braxiers Cooplings	Braziers Couplings }
Column 5 against item 648 of the Schedule of landing and shipping fees and wharfage . . . . .	11.90	1.90
Column 5 against item 651 of the Schedule of landing and shipping fees and wharfage . . . . .	Jeers	Jeera
Column 2 against item 655 of the Schedule of landing and shipping fees and wharfage . . . . .	Jedelite	Jodelite
Column 2 against item 657 of the Schedule of landing and shipping fees and wharfage . . . . .	Jow or Jewari	Jow or Jowari
Column 2 against item 661 of the Schedule of landing and shipping fees and wharfage . . . . .	Kapur (cam- pher)	Kapur (comphor)
Column 2 against item 662 of the Schedule of landing and shipping fees and wharfage . . . . .	Kapeerkachli	Kapeorkachli
Column 2 against item 669 of the Schedule of landing and shipping fees and wharfage . . . . .	mahine	machine
Column 2 against item 671 of the Schedule of landing and shipping fees and wharfage . . . . .	percelian	porcelain
Column 2 against item 678 of the Schedule of landing and shipping fees and wharfage . . . . .	lacqueredware	lacquered ware
Column 5 against item 683 of the Schedule of landing and shipping fees and wharfage . . . . .	2.40	3.40
Column 4 against item 695 of the Schedule of landing and shipping fees and wharfage . . . . .	25.0	2.50
Column 2 against item 704 of the Schedule of landing and shipping fees and wharfage . . . . .	Linbux	Limbux
Column 2 against item 729 of the Schedule of landing and shipping fees and wharfage . . . . .	Lysel	Lysol
Column 2 against item 735 of the Schedule of landing and shipping fees and wharfage . . . . .	Magnotos	Magnetos
Column 2 against item 736 of the Schedule of landing and shipping fees and wharfage . . . . .	Monogany	Mahogany
Column 2 against item 743 of the Schedule of landing and shipping fees and wharfage . . . . .	Maganese	Manganese
Column 5 against item 748 of the Schedule of landing and shipping fees and wharfage . . . . .	2.00	2.45
Column 2 against item 752 of the Schedule of landing and shipping fees and wharfage . . . . .	fine art	fine-art
Column 2 against item 764 of the Schedule of landing and shipping fees and wharfage . . . . .	{ Other than rated	otherwise rated
Column 2 against item 770 of the Schedule of landing and shipping fees and wharfage . . . . .	Methy wood	Methy seed
Column 3 against item 784 of the Schedule of landing and shipping fees and wharfage . . . . .	30 cwt.	20 cwt.
Column 2 against item 788 of the Schedule of landing and shipping fees and wharfage . . . . .	side cor	side car
Column 2 against item 796 of the Schedule of landing and shipping fees and wharfage . . . . .	Muriate of ammonia	Muriate of am- monia
Column 2 against item 808 of the Schedule of landing and shipping fees and wharfage . . . . .	Nactel	Nactol

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Column 2 against item 814 of the Schedule of landing and shipping fees and wharfage . . . . .	Nicotine	Nicotine
Column 2 against item 815 of the Schedule of landing and shipping fees and wharfage . . . . .	Niotagrel	Niotagrol
Column 2 against item 846 of the Schedule of landing and shipping fees and wharfage . . . . .	Not otherwise	Not otherwise
Column 2 against item 863 of the Schedule of landing and shipping fees and wharfage . . . . .	Parasols	Parasols
Column 2 against item 865 of the Schedule of landing and shipping fees and wharfage . . . . .	asserted	assorted
Column 5 against item 878 of the Schedule of landing and shipping fees and wharfage . . . . .	2.90	1.90
Column 3 against item 898 of the Schedule of landing and shipping fees and wharfage . . . . .	{ 20 cwt. 20 cwt.	20 cwt. or 50 cft.
Column 2 against item 902 of the Schedule of landing and shipping fees and wharfage . . . . .	Pliers	Pliers
Column 2 against item 904 of the Schedule of landing and shipping fees and wharfage . . . . .	Plumage	Plumago
Column 4 against item 917 of the Schedule of landing and shipping fees and wharfage . . . . .	6.65	0.65
Column 5 against item 928 of the Schedule of landing and shipping fees and wharfage . . . . .	2.25	2.65
Column 5 against item 931 of the Schedule of landing and shipping fees and wharfage . . . . .	2.90	1.90
Column 2 against item 957 of the Schedule of landing and shipping fees and wharfage . . . . .	Rackets	Rockets
Column 2 against item 959 of the Schedule of landing and shipping fees and wharfage . . . . .	pewer driver	power driven
Column 2 against item 994 of the Schedule of landing and shipping fees and wharfage . . . . .	wighing	weighing
Column 2 against item 999 of the Schedule of landing and shipping fees and wharfage . . . . .	Sea wood	Sea weed
Column 5 against item 1001 of the Schedule of landing and shipping fees and wharfage . . . . .	525.25	5.25
Column 5 against item 1004 of the Schedule of landing and shipping fees and wharfage . . . . .	2.20	3.20
Column 4 against item 1006 of the Schedule of landing and shipping fees and wharfage . . . . .	2.40	2.50
Column 2 against item 1009 of the Schedule of landing and shipping fees and wharfage . . . . .	shevels	shovels
Column 5 against item 1013 of the Schedule of landing and shipping fees and wharfage . . . . .	2.00	3.00
Column 2 against item 1014 of the Schedule of landing and shipping fees and wharfage . . . . .	veil	voil
Column 2 against item 1015 of the Schedule of landing and shipping fees and wharfage . . . . .	Wire of ware	Wire or ware
Column 3 against item 1036 of the Schedule of landing and shipping fees and wharfage . . . . .	50 cwt.	50 cft.
Column 2 against item 1040 of the Schedule of landing and shipping fees and wharfage . . . . .	spices	spices
Column 2 against item 1050 of the Schedule of landing and shipping fees and wharfage . . . . .	cakes	casks
Column 2 against item 1088 of the Schedule of landing and shipping fees and wharfage . . . . .	Tapicca	Tapioca

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Column 4 against item 1095 of the Schedule of landing and shipping fees and wharfage . . . . .	23.75	3.75
Column 2 against item 1106 of the Schedule of landing and shipping fees and wharfage . . . . .	legs	logs
Column 2 against item 1108 of the Schedule of landing and shipping fees and wharfage . . . . .	Timbers	Tin bars
Column 3 against item 1128 of the Schedule of landing and shipping fees and wharfage . . . . .	20 cwt.	50 cft.
Column 2 against item 1130 of the Schedule of landing and shipping fees and wharfage . . . . .	Boilers	Boiler
Column 3 against item 1131 of the Schedule of landing and shipping fees and wharfage . . . . .	{ 50 cft. or 20 cft.	50 cft. or 20 20 cwt. }
Column 2 against item 1135 of the Schedule of landing and shipping fees and wharfage . . . . .	Turpene	Turpene
Column 5 against item 1158 of the Schedule of landing and shipping fees and wharfage . . . . .	3.65	3.00
Column 2 against item 1181 of the Schedule of landing and shipping fees and wharfage . . . . .	{ raw or waster	raw or waste
Column 2 against item 1183 of the Schedule of landing and shipping fees and wharfage . . . . .	woollen	woollens
Line 1, item 1 of Schedule IV—SPECIFIED CASHES . . . . .	Sweeping	Sweepings
Schedule VI—GOODS FREE OR LANDING OR SHIPPING FEES . . . . .	Schedule VI	Schedule V

(iv) The description of goods shown in column 2 against the following items in the Schedule of Landing, Shipping fees & wharfage shall be in italics.

Item 54 . . . . .	Ashes
Item 503 . . . . .	Fireword
Item 789 . . . . .	Motor spirit (petrol) in bulk
Item 1135 . . . . .	Turpene

[No. F. 6 B-PG (40)/57.]

MISS I. INDIRA, Under Secy.

**(Depts of Communications & Civil Aviation)**

New Delhi, the 4th July 1958

**G.S.R. 616.**—The following draft of certain further amendments to the Indian Aircraft Rules, 1937, which it is proposed to make in exercise of the powers conferred by section 5 of the Indian Aircraft Act, 1934 (22 of 1934), is published as required by section 14 of the said Act for the information of persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 10th October, 1958.

Any objection or suggestion which may be received from any person with respect to the said draft before the date specified will be considered by the Central Government.

**Draft Amendments**

In the said rules—

(1) In sub-rule (1) of rule 3 of the definitions of "acrobatics" and "under way" shall be omitted;

(2) in rule 12—

- (a) in sub-rule, for the words, figures and brackets “sub-rule (2) of rule 107” the following shall be substituted, namely:—  
“paragraph 1(1) of Appendix A to Schedule IV”;
- (b) in sub-rule (3), for the word and figures “rule 111”, the words and figures “paragraph 2 of Appendix A to Schedule IV” shall be substituted;
- (c) in sub-rule (4), for the word and figures “rule 110” the following shall be substituted, namely:—  
“paragraph 3(1) of Appendix A to Schedule IV”;

(3) For rule 16, the following rule shall be substituted, namely:—

“16. Every person shall comply with such Rules of the Air contained in Schedule IV to these rules as may be applicable to that person and every pilot and every person in charge of an aircraft shall take such steps as are practicable to secure that when the aircraft is in flight or is being manoeuvred on the land or water, the windows, windscreens or side screens of the aircraft through which the pilots obtain the view forward or sideways are maintained in such a condition as not to obstruct his view”;

(4) rules 22 and 23 shall be omitted;

(5) clause (a) of the proviso to rule 26 shall be omitted;

(6) Part XII (rules 88 to 133) shall be omitted;

(7) Part XII-A shall be renumbered as Part XII;

(8) for Schedule IV, the following Schedule shall be substituted, namely:—

#### SCHEDULE IV

(See rule 16)

#### RULES OF THE AIR

##### SECTION A—INTERPRETATION

**NOTE.**—Throughout the text of this Schedule the term “service” is used as an abstract noun to designate functions or “service rendered”; the term “unit” is used to designate a collective body performing a service.

For the purpose of this Schedule, the terms undermentioned shall have the following meanings:—

**Acrobatic flight.**—Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

**Aerodrome traffic.**—All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

**Note.**—An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.

**Air traffic.**—All aircraft in flight or operating on the manoeuvring area of an aerodrome.

**Air traffic control clearance.**—Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

**Air traffic services**

**Flight information service.**—A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

**Air traffic control service.**—A service provided for the purpose of:—

- (1) preventing collisions;
- (a) between aircraft; and
- (b) on the manoeuvring area between aircraft and obstructions; and
- (2) expediting and maintaining an orderly flow of air traffic.

**Area Control Service.**—Air traffic control service for IFR flights in control areas.

**Approach control service.**—Air traffic control service for arriving or departing IFR flights.

*Aerodrome control service*.—Air traffic control service for aerodrome traffic.

*Alerting service*.—A service provided to notify appropriate organization regarding aircraft in need of search and rescue aid, and assist such organisation as required.

*Air traffic services units*

*Flight information centre*.—A unit established to provide flight information service and alerting service.

*Air traffic control units*

(1) *Area control centre*.—A unit established to provide air traffic control service to IFR flights.

(2) *Approach control office*.—A unit established to provide air traffic control service to IFR flights, arriving at, or departing from, one or more aerodromes.

(3) *Aerodrome control tower*.—A unit established to provide air traffic control service to aerodrome traffic.

*Alternate aerodrome*.—An aerodrome specified in the flight plan to which a flight may proceed when it becomes inadvisable to land at the aerodrome of intended landing.

*NOTE*.—An alternate aerodrome may be the aerodrome of departure.

*Altitude*.—The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.

*Ceiling*.—The height above the ground or water of the base of the lowest layer of cloud below 6,000 metres (20,000 feet) covering more than half the sky.

*Controlled airspace*.—An airspace of defined dimensions within which air traffic control service is provided to IFR flights.

*Control Area*.—A controlled airspace extending upwards from a specified height above the surface of the earth.

*Control zone*.—A controlled airspace extending upwards from the surface of the earth.

*Cruising level*.—A level maintained during a significant portion of a flight.

*NOTE*.—In this Schedule the word "level" except in the expression "flight level" designates the vertical position of an aircraft regardless of the reference, data or the units of vertical distance used. In airground communications a level will be expressed in terms of "altitudes", "height" or a "flight level" depending upon the reference datum and the altimeter setting in use in a particular area.

*Current flight plan*.—The flight plan, including changes, if any, brought about by subsequent clearances.

*Danger area*.—A specified area within or over which there may exist activities constituting a potential danger to aircraft flying over it.

*Expected approach time*.—The time at which it is expected that an arriving aircraft will be cleared to commence approach for a landing.

*Flight information region*.—An airspace of defined dimensions within which flight information service and alerting service are provided.

*Flight Plan*.—Specified information provided to air traffic services units, relative to the intended flight of an aircraft.

*Heading*.—The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic or compass).

*Height*.—(1) The vertical distance of a level, a point, or an object considered as a point, measured from a specified datum.

(2) The vertical dimension of an object.

*NOTE*.—The term "height" may also be used in a figurative sense for a dimension other than vertical, e.g., the height of a letter or a figure painted on a runway.

*IFR*.—The symbol used to designate the instrument flight rules.

*IFR flight*.—A flight conducted in accordance with the instrument flight rules.

**IMC.**—The symbol used to designate instrument meteorological conditions.

**Instrument meteorological conditions.**—Meteorological conditions expressed in terms of visibility distance from cloud and ceiling less than the minima specified for visual meteorological conditions.

**NOTE.**—The specified minima for visual meteorological conditions are contained in Section B.

**Manoeuvring area.**—That part of an aerodrome to be used for the take-off and landing of aircraft and for the movement of aircraft associated with take-off and landing.

**Quadrantal cruising levels.**—Specified cruising levels determined in relation to a magnetic track within quadrants of the compass.

**Reporting point.**—A specified geographical location in relation to which the position of an aircraft can be reported.

**Restricted area.**—A specified area within the land areas of a State or territorial waters adjacent thereto, designated for other than air traffic control purposes over which the flight of aircraft is restricted in accordance with certain specified conditions.

**Track.**—The projection on the earth's surface of the path of an aircraft, the direction of which at any point is usually expressed in degrees from north (true or magnetic).

**VFR.**—The symbol used to designate the visual flight rules.

**VFR flights.**—A flight conducted in accordance with the visual flight rules.

**Visual meteorological conditions.**—Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

**NOTE.**—The specified minima are contained in Section D.

**VMC.**—The symbol used to designate visual meteorological conditions.

**Visibility.**—The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.

**Flight visibility.**—The average range of visibility forward from the cockpit of an aircraft in flight.

**Ground visibility.**—The visibility at an aerodrome as reported by an accredited observer.

#### SECTION "B"—APPLICABILITY OF THE RULES OF THE AIR

##### 1. Compliance with the Rules of the Air

The operation of an aircraft either in flight or on the manoeuvring area of an aerodrome shall be in compliance with the General Rules (Section "C") and, in addition, when in flight either with:

- (a) the Visual Flight Rules (Section "D"); or
- (b) the Instrument Flight Rules (Section "E").

**NOTE 1.**—A Pilot may elect to fly in accordance with Instrument Flight Rules in visual meteorological conditions or he may be required to do so by the appropriate Air Traffic Service Unit.

**NOTE 2.**—During the hours of darkness the choice of rules is limited in that compliance with Instrument Flight Rules is compulsory under the following circumstances, although a flight is operated in Visual meteorological conditions:—

- (a) When operated during night, with the exception of such local flights as may be exempted by Air Traffic Control.

For this purpose local flight is a flight wholly conducted in the immediate vicinity of an aerodrome.

- (b) When operated more than 100 nautical miles seaward from the shore line.

The Director General may prescribe, from time to time, certain further restrictions in the choice of rules by requiring compliance with Instrument Flight Rules under circumstances not mentioned above.

## 2. Responsibility for compliance with the Rules of the Air

(1) *Responsibility of Pilot-in-command.*—The Pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the Rules of the Air, except that he may depart from these Rules in circumstances that render such departure absolutely necessary in the interests of safety.

(2) *Preflight action.*—Before beginning a flight, the Pilot-in-Command of an aircraft shall familiarise himself with all available information appropriate to the intended operation. Preflight action for flights away from the vicinity of an aerodrome, and for all IFR flights shall include a careful study of available current weather reports and forecasts, taking in consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

(3) *Meteorological information.*—(A) The person in charge of an aircraft flying along an international air route or on a regular line or service of public air transport shall—

- (a) before the aircraft commences any flight, procure information concerning the general meteorological situation and the way in which it is developing; and
- (b) immediately before the departure of the aircraft on any flight ascertain, from such information as may be available at the aerodrome or other place of departure—
  - (i) what meteorological conditions are expected along the routes he intends to follow during the period of the flight, and
  - (ii) the latest observed meteorological conditions at places along the route or at places near the route where the meteorological conditions are likely to affect the flight.

(B) Where there is a forecasting service in operation at the aerodrome of departure, the person in charge of the aircraft shall personally consult the meteorologist in charge of the forecasting service.

## 3. Special Orders relative to Navigation of Aircraft

Subject to the provisions of the Act and the rules made thereunder, the Director General shall have power to issue any special directions relating to navigation of aircraft. It shall be obligatory for all owners, pilots or crews of aircraft to obey such directions. These special directions may be published in Notices to Airmen (NOTAMS), Aeronautical Information Publications (AIP) or Civil Aviation Circulars.

### SECTION C—GENERAL RULES

#### 1. Protection of persons and property

(1) *Minimum safe heights.*—Except when necessary for taking off or landing, or except by permission from the appropriate air traffic control unit, aircraft shall not be flown—

- (a) over the congested areas of cities, towns, or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface; this height shall not be less than 300 metres (1,000 feet) above the highest obstacle within a radius of 600 metres (2,000 feet) from the aircraft;
- (b) elsewhere than as specified in clause (a) above, at a height less than 150 metres (500 feet) above the ground or water.

(2) *Acrobatic flight.*—(a) No person shall fly an aircraft acrobatically—

- (i) so as to constitute a hazard to air traffic;
- (ii) in the vicinity of an aerodrome at a distance of less than two miles from the nearest point of the perimeter of the aerodrome unless being flown at a greater height than 1,800 metres (6,000 feet);

- (iii) when flying over any city, town, village site or populous area; or
- (iv) when flying over any meeting for public games or sports or other public assembly, except where a request for such flying has been made in writing by the promoters of such meeting or assembly.

(b) When an aircraft is used for acrobatics—

- (i) it shall be flown by a licensed pilot, or, if it is flown by a person for the purpose of qualifying for a licence under these rules, such person shall be accompanied by a licensed pilot instructor;
- (ii) if passengers are carried, whether the carriage is public transport or not, their previous consent to the performance of acrobatics shall be obtained in writing;
- (iii) the pilot or person in charge of the aircraft shall satisfy himself before commencing the flight that every person carried in the aircraft is properly secured by safety belts, and
- (iv) the acrobatics shall be carried out at a height above the ground not less than 600 metres (2,000 feet), or such lower altitude as the Central Government may permit by special order in writing.

(3) *Airspace restrictions.*—Aircraft shall not be flown over areas where there are flight restrictions, the particulars of which have been duly published, except in accordance with the conditions of the restriction or by permission in writing of the Director General.

## 2. Avoidance of collisions

(1) *Proximity.*—(a) An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

(b) Aircraft shall not be flown in formation except by pre-arrangement with the appropriate Air Traffic Service Unit.

(2) *Right-of-way.*—The aircraft that has the right-of-way shall maintain its heading and speed, but nothing in this Schedule shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action as will best avert collision. An aircraft that is obliged to keep out of the way of another as specified hereunder, shall avoid passing over or under the other or crossing ahead of it, unless passing well clear.

(a) *Approaching head-on.*—When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

(b) *Converging.*—When two aircraft are converging at approximately the same altitude, the aircraft that has the other on its right shall give way, except as follows:—

- (i) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- (ii) Airships shall give way to gliders and balloons;
- (iii) Gliders shall give way to balloons;
- (iv) Power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

(c) *Overtaking.*—An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

**NOTE.**—An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degree with the plane of symmetry of the latter, i.e., is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's navigation lights specified in Appendix B.

(d) *Landing.*—(i) An aircraft in flight, or operating on the ground or water, shall give way to other aircraft landing or on final approach to land.

(ii) When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher altitude shall give way to aircraft at the lower altitude, but the latter shall not take advantage of this rule to cut-in in front of another which is on final approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.

(iii) *Emergency landing*.—An aircraft that is aware that another is compelled to land shall give way to that aircraft.

(e) *Taking-off*.—An aircraft about to take off shall not attempt to do so until there is no apparent risk of collision with other aircraft.

Towing objects.—No object shall be towed by an aircraft except in accordance with requirements prescribed by the Central Government.

(4) *Lights to be displayed by aircraft*.—Between sunset and sunrise, or such other period as may be prescribed by the Director-General—

(a) All aircraft in flight or operating on the manoeuvring area of an aerodrome shall display lights as described in Appendix B. No other lights shall be displayed by such aircraft. If they are likely to be mistaken for the lights defined in Appendix B.

(b) At all aerodromes used or available for night flying, all aircraft parked at, or being moved on, such an aerodrome shall be clearly illuminated or lighted or the area which they occupy marked with obstruction lights.

NOTE.—For aircraft on the water, see (7) (b).

(5) *Simulated instrument flights*.—An aircraft shall not be flown under simulated instrument flight conditions unless:

(a) fully functioning dual controls are installed in the aircraft; and

(b) a competent pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which his field of vision adequately supplements that of the safety pilot.

(6) *Operation on and in the vicinity of an aerodrome*.—(a) The pilot-in-command of an aircraft operated on or in the vicinity of an aerodrome shall:

- (i) observe other aerodrome traffic for the purpose of avoiding collision;
- (ii) conform with or avoid the pattern of traffic formed by other aircraft in operation;
- (iii) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed;
- (iv) land and take off into the wind unless safety or air traffic considerations determine that a different direction is preferable.

(b) When an aerodrome control tower is in operation at an aerodrome, the pilot-in-command shall also:

- (i) maintain a continuous listening watch on the appropriate radio frequency of the aerodrome control tower, unless under approach control service furnished by another air traffic control unit, or if this is not possible, keep a watch for such instructions as may be issued by visual signals; and
- (ii) obtain either by radio or by visual signals prior authorization for any manoeuvre preparatory to or associated with taxiing, landing or take-off.

(c) No fixed balloon or kite should be elevated in the vicinity of an aerodrome without special authorization of the Director General.

(7) *Water operations*.—(a) When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

- (i) *Converging*.—An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.

- (ii) *Approaching head-on*.—An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.
- (iii) *Overtaking*.—The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.
- (iv) *Landing and taking off*.—An aircraft landing on or taking off from the water shall, so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

(b) *Lights to be displayed by aircraft on the water*.—Between sunset and sunrise, or such other period as may be prescribed by the Director General, all aircraft on the water shall display lights as described in Appendix B, unless within especially exempted area. No other lights shall be displayed by such aircraft if they are likely to be mistaken for the lights described in Appendix B.

(c) Subject to the requirements specified in this Schedule, every aircraft manoeuvring under its own power on water shall, in addition to those covered by clauses (a) and (b) above, conform to the regulations for preventing collisions at sea and for the purposes of these regulations shall be deemed to be a steam vessel

(8) *Failure of lights*.—In the event of the failure of any light which is required under this Schedule to be displayed by aircraft in flight the aircraft concerned shall, if the light cannot immediately be repaired or replaced in flight, land as soon as it can do so without danger.

(9) *Risk of collision on air routes*.—In order to obviate the increased risk of collision which exists on air routes the following provisions shall be observed by aerodynamics and airships when flying on or in the vicinity of such routes, namely:—

- (1) An aircraft flying by compass along the straight line (rhumb line) joining two points on air route in common use, shall keep such line at least 1,000 yards on its left.
- (2) An aircraft following, either an officially recognised air route or a route frequented by aircraft and indicated on the ground by a line of landmarks such as a road, railway, river, canal, coastline, etc., shall keep such route at least 300 yards on its left.
- (3) An aircraft shall not fly keeping on its right any of the lines or routes referred to above, except at a distance therefrom sufficient to avoid aircraft following such lines or routes in accordance with the above conditions.
- (4) An aircraft crossing one of the lines or routes referred to above shall cross it at right angles as rapidly as possible.
- (5) In the case of pre-arranged flights in group formation, the aircraft of the leader of the group shall lead the flight in such a manner that every aircraft in the group can comply with the provisions outlined above.

### 3. *Information of flights*

(1) *Flight plans*.—A flight plan required by the instrument flight rules or when submitted for facilitating search and rescue or for any other reason shall be in the form prescribed in Appendix D. No deviation shall be made from a flight plan without informing the appropriate air traffic services unit as soon as practicable.

(2) *Report of arrival*.—A report of arrival shall be made to the appropriate air traffic services unit at the earliest practicable moment after the arrival of any flight for which a flight plan has been provided.

#### 4. Signals, Ground Markings and Lights

(1) Upon observing or receiving any of the signals given in Appendix A, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

(2) The signals specified in Appendix A shall be used only for the purpose indicated therein and no other signals likely to be confused with them shall be used.

(3) The ground markings and lights to be displayed at or in the neighbourhood of aerodromes shall be as prescribed in Appendix A.

#### 5. Air Traffic control service

*Air traffic control clearances.*—(a) An aircraft shall be operated in compliance with air traffic control clearances received.

(b) Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.

#### 6. Manoeuvring on the ground and water

(a) Every aircraft moving on the ground in the manoeuvring area shall normally do so in the direction of landing. It may, however, in order to shorten its course, cross the manoeuvring area to reach its take-off point or the boundary provided that, in the course of such movement, turns are always made to the left, that it gives free way to every aircraft leaving or landing, and that it conforms to the provisions of paragraph (2) of sub-section 2.

(b) The requirements in (a) above apply equally to manoeuvres on the water subject, however, to the provisions contained in paragraph (7) of sub-section 2.

### SECTION D—VISUAL FLIGHT RULES

(1) VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table, except as otherwise authorized by the appropriate air traffic control unit for VFR flights within control zones.

1. Within controlled air-space.	2. Outside controlled air-space at 200 metres (700 feet) or more from the ground or water.	Outside controlled air space below 200 metres (700 feet) from the ground or water.
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Flight visibility	5 Km. (3 miles)	1.5 Km. (1 mile)
Distance from clouds	600 metres (2,000 feet) horizontally. 150 metres (500 feet) vertically.	Clear of clouds. Clear of clouds.

(2) VFR flight within a control zone shall not be conducted if the ground visibility is less than 5 Km. (3 miles) or if the ceiling is less than 300 metres (1,000 feet) at the aerodrome concerned, except when authorised by the appropriate air traffic control unit.

(3) VFR flights outside controlled airspace at a height of less than 200 metres (700 feet) above the ground or water shall maintain sight of the ground or water.

## SECTION E—INSTRUMENT FLIGHT RULES

## 1. Rules applicable to all IFR flights

(1) *Aircraft equipment.*—Aircraft shall be equipped with suitable instruments and with radio navigation apparatus appropriate to the route to be flown.

(2) *Minimum heights.*—Except when necessary for take-off or landing, or except when specifically authorised by the appropriate air traffic services unit, aircraft shall be flown at a height of at least 300 metres (1,000 feet) above the highest obstacle located within 8 Km. (5 miles) of the estimated position of the aircraft in flight.

## 2. Rules applicable to IFR flights outside of controlled Airspace

*Cruising levels.*—Except when climbing or descending, an IFR flight operating outside controlled airspace shall be flown at a quadrantal cruising level appropriate to its magnetic track as indicated in the table in Appendix C.

## 3. Rules applicable to IFR flights within controlled airspace

(1) *IFR air traffic control clearance and adherence to it.*—An air traffic control clearance shall be obtained prior to operating an IFR flight or a portion of a flight as an IFR flight in controlled airspace. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit. No deviations shall be made from the requirements of an air traffic control clearance unless an emergency situation arises necessitating immediate action, in which case, as soon as possible after such emergency authority is exercised, the aircraft shall inform the appropriate air traffic control unit of the deviations and, if necessary obtain an amended clearance.

(2) *Position reports.*—The time and level of passing each designated reporting point, or the reporting points specified by the appropriate air traffic control unit, together with any other required information, shall be reported by radio as soon as possible to the appropriate air traffic control unit. In the absence of designated reporting points, position reports shall be made at intervals specified by the appropriate air traffic control unit or by the Director General.

(3) *Termination of control.*—When an IFR flight operating under the air traffic control service has landed, or leaves a controlled airspace and is no longer subject to air traffic control service, the appropriate air traffic control unit shall be notified as soon as possible.

(4) *Change from an IFR flight to a VFR flight.*—(a) When an aircraft decides to change from compliance with instrument flight rules to compliance with visual flight rules while within controlled airspace, the appropriate air traffic control unit shall be notified.

(b) When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, the flight plan shall not be cancelled unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

(5) *Communications.*—(a) An aircraft shall not be flown on an IFR flight within controlled airspace unless a continuous listening watch is maintained on the appropriate radio frequency of, and two-way communication can be established as necessary with, the appropriate air traffic control unit.

(b) *Communication failure.*—If a radio failure precludes compliance with (a), the aircraft shall:

(1) If in visual meteorological conditions:

- (i) continue to fly in visual meteorological conditions; and
- (ii) land at the most suitable aerodrome.

(2) If in instrument meteorological conditions or when weather conditions are such that it does not appear feasible to complete the flight in accordance with (1) above.

- (i) Proceed according to the current flight plan, maintaining the last acknowledged assigned cruising level (or levels) for the portion of the route for which the aircraft has received clearance, and thereafter at the cruising level (or levels) indicated in the current flight plan; and
- (ii) arrange the flight so as to arrive as closely as possible to his estimated time of arrival; and
- (iii) commence descent as nearly as possible to the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, as nearly as possible to the estimated time of arrival specified in the flight plan.

#### APPENDIX A—SIGNALS, GROUND MARKINGS AND LIGHTS

(See sub-section 4 of Section C of Schedule IV)

##### 1. Distress, urgency and safety signals

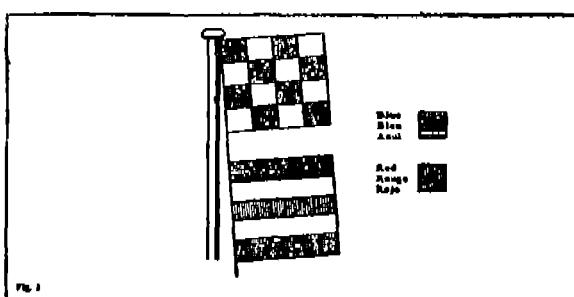
NOTE 1.—None of the provisions in this section shall prevent the use, by an aircraft in distress, of any means at its disposal to attract attention, make known its position and obtain help.

NOTE 2.—For full details of tele-communication transmission procedures for the distress, urgency and safety signals, see ICAO, Annex 10, Part III, Chapter 5.

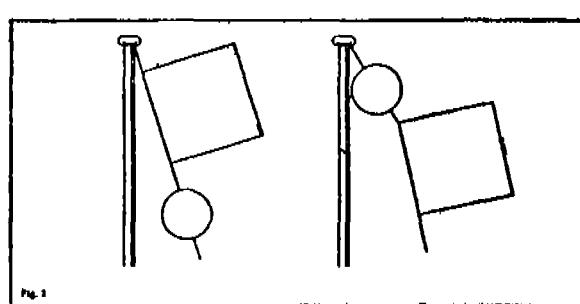
(1) *Distress signals.*—The following signals, used either together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested:

- (a) A signal made by radio-telegraphy or by any other signalling method consisting of the group SOS (... - - - . . . in the Morse Code);
- (b) A signal sent by radio-telephony consisting of the spoken word "Mayday";
- (c) Rockets or shells throwing red lights, fired one at a time at short intervals;
- (d) A parachute flare showing a red light;
- (e) The two-flag signal corresponding to the letter NC of the International Code of Signals (Fig. 1);

(Fig. 1).



(f) A signal consisting of a square flag having above it or below it a ball or anything resembling a ball (Fig. 2);  
 (Fig. 2).



(g) A gun or other explosive signal fired at intervals of about a minute.

(2) *Urgency signals.*—(a) The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:

- (i) the repeated switching on and off of the landing lights; or
- (ii) the repeated switching on and off of the navigation lights; or
- (iii) a succession of white pyrotechnical lights.

(b) The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, an aircraft or other vehicle, or of some person on board or within sight:

- (i) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX;
- (ii) a signal sent by radiotelephony consisting of the spoken word PAN;
- (iii) a succession of green pyrotechnical lights;
- (iv) a succession of green flashes with signal apparatus.

(3) *Safety signals.*—The following signals, used either together or separately, mean that an aircraft is about to transmit a message concerning the safety of navigation or giving important meteorological warnings:

- (a) a signal made by radiotelegraphy or by any other signalling method consisting of the group TTT;
- (b) a signal sent by radiotelephony consisting of the spoken word SECURITE (pronounced "Say-cure-e-tay").

2. *Visual signals used to warn an aircraft that it is flying in the vicinity of a restricted, prohibited or danger area*

By day and by night, a series of projectiles discharged at intervals of 10 seconds, each showing, on bursting, red and green lights or stars will indicate to an aircraft that it is flying in the vicinity of a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

**NOTE.**—These signals may be emitted either from the ground or from another aircraft.

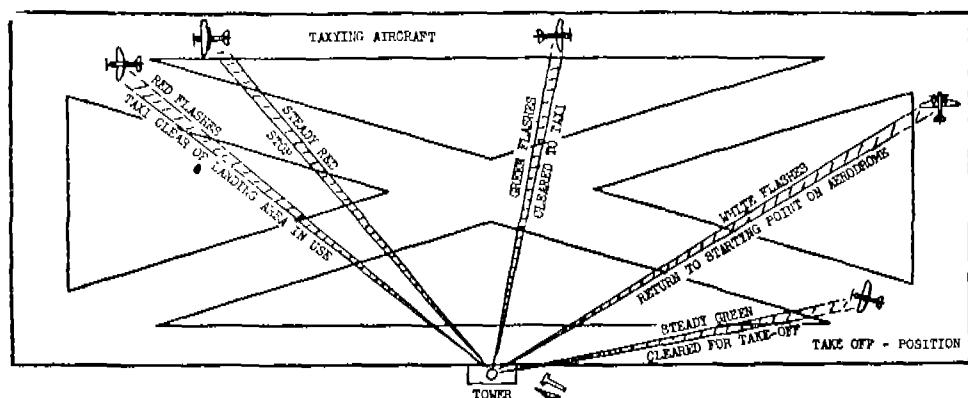
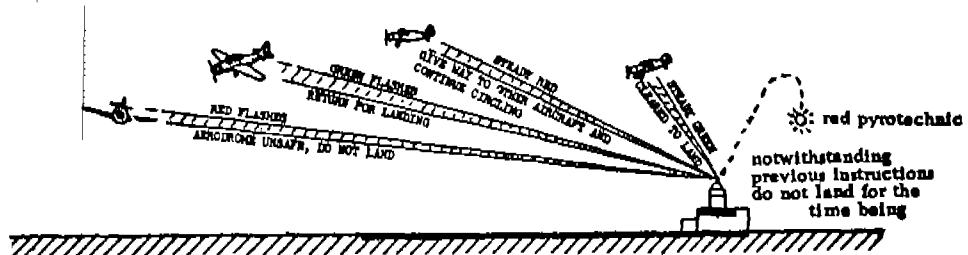
## 3. Signals for the control of aerodrome traffic

(1) Light signals.—From aerodrome control to (Fig. 3):

Direct Light towards aircraft concerned	Air craft in flight	Aircraft on the ground
Directed towards aircraft concerned	Steady green	CLEARED TO LAND
	Steady red	GIVE WAY TO OTHER AIRCRAFT AND CONTINUE CIRCLING.
	Series of green flashes	RETURN FOR LANDING* CLEARED TO TAXI
	Series of red flashes	AERODROME UNSAFE, DO NOT LAND
	Series of white flashes	RETURN TO STARTING POINT ON THE AERODROME
Red pyrotechnical light	NOTWITHSTANDING ANY PREVIOUS INSTRUCTIONS, DO NOT LAND FOR THE TIME BEING	

\* Authorization to land will be thereafter given as a steady green light.

(Fig. 3)



(2) *Prohibition of landing.*—A horizontal red square panel with yellow diagonals (Fig. 4) indicates that landings at the aerodrome concerned are prohibited and that the prohibition is liable to be prolonged.

(Fig. 4).

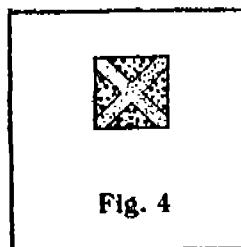


Fig. 4

(3) *Need for special precautions while approaching or landing.*—A horizontal red square panel with one yellow diagonal (Fig. 5) indicates that owing to the bad state of the manoeuvring area, or for any other reason, special precautions must be observed in approaching to land or in landing.

(Fig. 5).

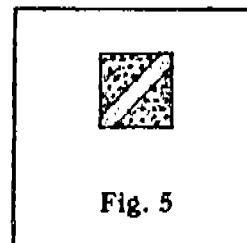


Fig. 5

(4) *Use of runways and taxiways.*—(a) A horizontal white dumb-bell (Fig. 6) indicates that aircraft are required to land, take-off and taxi on runways and taxiways only.

(Fig. 6).

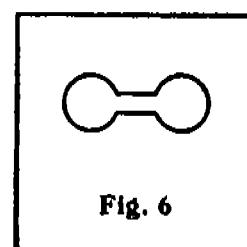


Fig. 6

(b) The same horizontal white dumb-bell as in (4)(a) but with a black bar placed perpendicular to shaft across each circular portion of the dumb-bell (Fig. 7) indicates that aircraft are required to land and take-off on runways only, but other manoeuvres need not be confined to runways and taxiways.

(Fig. 7).

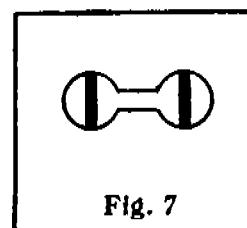


Fig. 7

(5) *Unserviceability of the manoeuvring area.*—Crosses of a single conspicuous colour, preferably white (Fig. 8) displayed horizontally on the manoeuvring area indicate an area unfit for the movement of aircraft.

(Fig. 8).

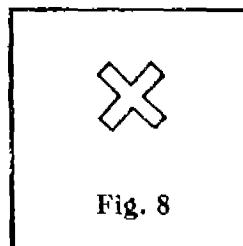


Fig. 8

(6) *Directions for landing or take-off.*—(a) When either one or both of the following signals are used, they indicate the direction to be used by aircraft for landing or take-off as follows:—

(i) A horizontal white or orange landing "T" (Fig. 9) in a direction parallel to the shaft of the "T" towards the cross arm.  
(Fig. 9).

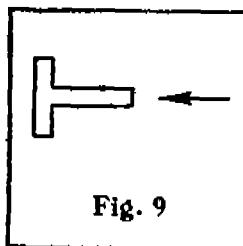


Fig. 9

(ii) A tetrahedron orange or black on the left side, white or aluminium on the right side when viewed from the back towards the apex, (Fig. 10) in the direction towards which the tetrahedron points.  
(Fig. 10).

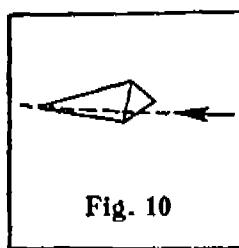


Fig. 10

(b) A black ball displayed on a mast (Fig. 11) and clearly visible to aircraft on the manoeuvring area indicates that the direction of take-off is to be verified with the aerodrome control tower.

(Fig. 11).

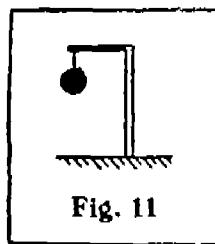


Fig. 11

(c) A white or orange disc displayed horizontally alongside the cross-piece of a landing "T" in line with its shaft (Fig. 12) is a cautionary signal indicating that a single direction is not being used for all landings and take-offs.

(Fig. 12).

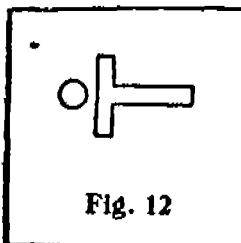


Fig. 12

(d) A set of two digits (Fig. 13) displayed vertically at or near the aerodrome control tower indicates to aircraft on the manoeuvring area the direction for take-off, expressed in units of ten degrees to the nearest ten degrees of the magnetic compass.

(Fig. 13).

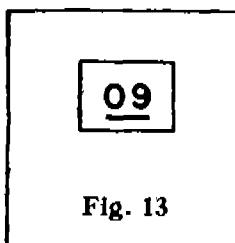


Fig. 13

(7) *Right-hand traffic.*—When displayed in a signal area, or horizontally at the end of the runway or strip in use, a right-hand arrow of conspicuous colour (Fig. 14) indicates that circuits or partial circuits are to be made to the right before landing and after take-off.

(Fig. 14).

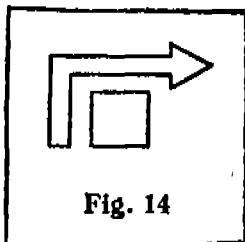


Fig. 14

(8) *Aerodrome Control Reporting Office.*—The letter "C" displayed vertically in black against a yellow background (Fig. 15) indicates to aircraft on the manoeuvring area the place at which reports concerning air traffic services are made.

(Fig. 15).

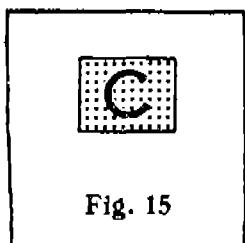


Fig. 15

#### 4. Marshalling signals

##### (1) From a signalman to an aircraft on the movement area

NOTE 1.—The signals are designed for use by the signalman facing the aircraft in a position:

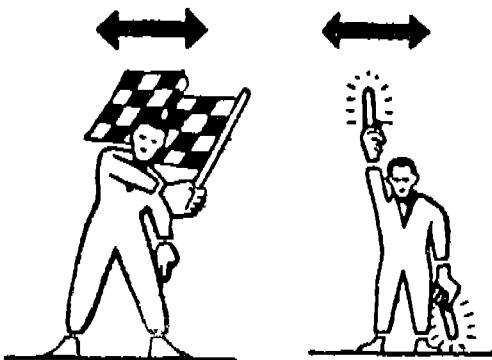
(a) for fixed-wing aircraft, forward of the left-wing tip within view of the pilot; and

(b) for helicopters, where he can best be seen by the pilot.

NOTE 2.—The meaning of these signals remains the same if bats, illuminated wands or torchlights are held.

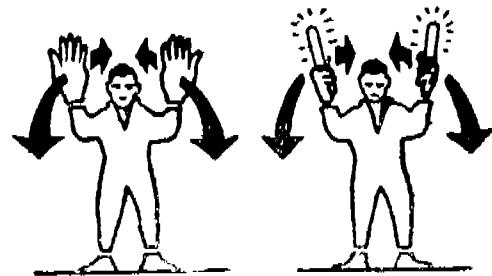
(a) TO PROCEED UNDER FURTHER GUIDANCE BY SIGNALMAN.

Signalman directs pilot of traffic conditions on aerodrome require this action.



(b) STRAIGHT AHEAD

Arms a little aside and repeatedly moved upward-backward beckoning onward.

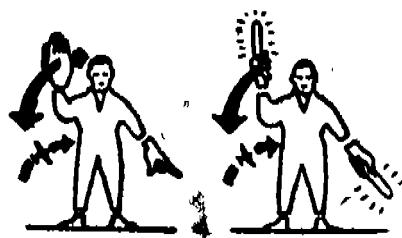


(c) (i) TURN TO YOUR LEFT

Right arm downward left arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.

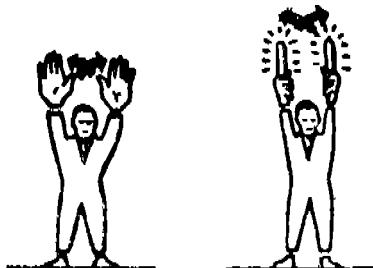


(c)(ii) TURN TO YOUR RIGHT. Left arm downward, right arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.



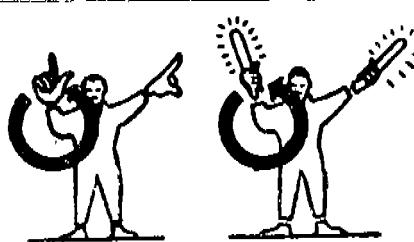
(d) STOP

Arms repeatedly crossed above head (the rapidity of the arm movement should be related to the urgency of the stop, i.e., the faster the movement the quicker the stop).

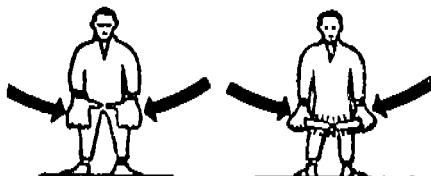


(e) START ENGINE

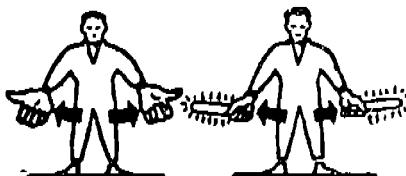
Circular motion of right hand at head level with left arm pointing to engine.



(f) (i) INSERT CHOCKS Arms down palms facing inwards swing arms from extended position inwards.

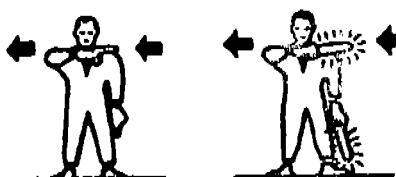


(f)(ii) CHOCKS AWAY Arms down palms facing outwards swing arms out-wards.



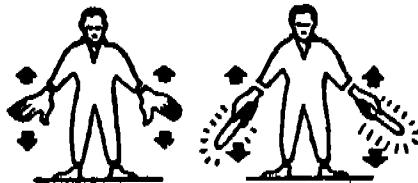
(g) CUT MOTORS

Either arm and hand level with shoulder, hand across throat, palm downward.

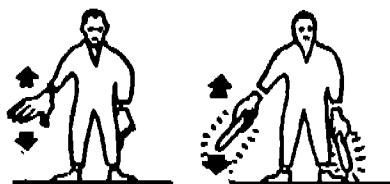


## (h) SLOW DOWN

Arms down with palms toward grounds, then moved up and down several times.

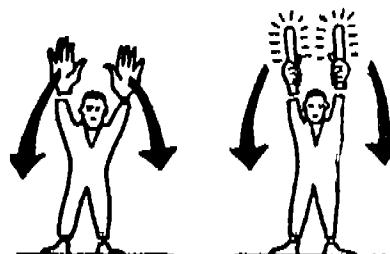
(i) SLOW DOWN  
MOTOR(S) ON IN-  
DIATED SIDE.

Arms down with palms toward grounds, then either right or left hand waved up and down indicating that left or right side motor(s) respectively should be slowed down.

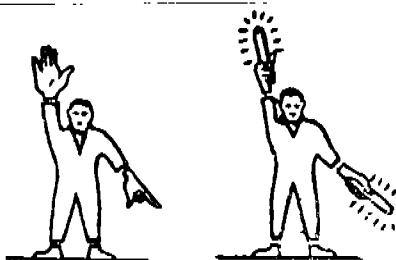


## (j) STRAIGHT BACK

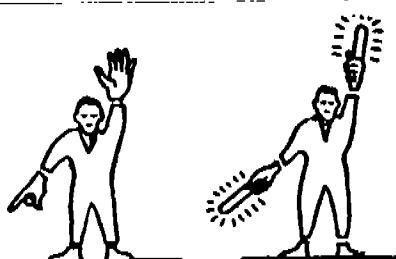
Arms above head in vertical position, palms facing forward, brought down quickly to horizontal forward position, repeating.

(k)(i) TURN WHILE  
BACKING

For tail to star-board: point left arm down, and right arm brought from overhead vertical position to horizontal forward position, repeating right arm movement.

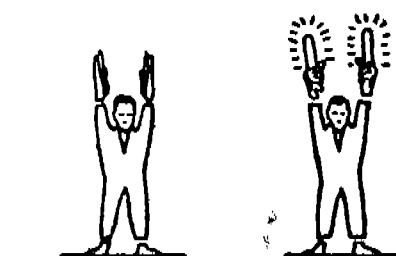
(k)(ii) TURNS WHILE  
BACKING.

For tail to port ; point right arm down, and left arm brought from overhead, vertical position to horizontal forward position, repeating left arm movement.



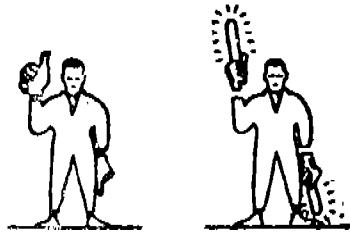
## (l) THIS BAY

Arms above head in vertical position with palms facing inwards.



## (m) ALL CLEAR

Right arm raised at elbow with palm facing forward.

(2) *Additional signals for hovering Helicopters.*

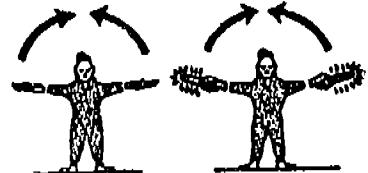
## HOVER

Arms extended horizontally sideways.



## MOVE UPWARDS

Arms extended horizontally to the side beckoning upwards, with palms turned up. Speed of movement indicates rate of ascent.



## MOVE DOWNWARDS

Arms extended horizontally to the side beckoning downwards, with palms turned down. Speed of movement indicates rate of descent.



## MOVE HORIZONTALLY SIGNALS

Appropriate arm extended horizontally sideways in direction of movement and other arm swung in front of body in same direction, in a repeating movement.



## LAND

Arms crossed and extended downwards in front of the body.



### 5. Ground markings and lights

(1) *Ground markings.*—At every land aerodrome open to public use, the boundaries of the manoeuvring area shall by means of suitable markings, be rendered clearly visible both to aircraft in the air and to aircraft manoeuvring on the manoeuvring area. In addition, a circle marking may be placed on the manoeuvring area. All obstructions existing on the manoeuvring area shall be clearly marked. In case part of the manoeuvring area should become unfit for use, this part shall be delimited by clearly visible markings of flags, and may, in addition, be indicated by one or more clearly visible crosses.

(2) *Ground lights.*—(a) At every aerodrome open to public use and used for night flying, the following provisions shall apply during the working hours of the night service, namely:—

- (i) *Dangerous lights.*—No lights shall be exhibited at or in the neighbourhood of an aerodrome that may endanger the safety of aircraft, whether by reason of glare, or by causing confusion with or preventing clear visual reception of the lights or signals prescribed in this Schedule.
- (ii) *Lighting of obstructions.*—Fixed red lights shall be exhibited on all obstructions within the manoeuvring area which constitutes a danger to aircraft in motion in that area, and on all obstructions as defined in the Convention on International Civil Aviation concluded at Chicago on December 7, 1944, and the Annexes thereto, within the area defined in the said Convention and Annexes in so far as such convention has been accepted by the Central Government.

(b) The Lighting of the landing area, approach to the landing area and the boundary of the landing area shall be as prescribed by the Central Government from time to time in compliance with the requirements of the Convention on International Civil Aviation concluded at Chicago on December 7, 1944, and the Annexes thereto, in so far as such convention has been accepted by the Central Government.

### 6. Sound signals

In fog, mist, falling snow, heavy rainstorms or any other conditions similarly restricting visibility, whether by day or night, a seaplane on the water shall make the following sound signals:—

- (a) When making way through the water shall sound at intervals of not more than two minutes a prolonged blast of from four to six seconds duration.
- (b) If not anchored or moored but stopped and making no way through the water shall sound at intervals of not more than two minutes, two prolonged blasts each of from four to six seconds duration with an interval of about one second between them.
- (c) If at anchor or moored shall at intervals of not more than one minute ring an efficient bell rapidly for about five seconds. A seaplane on the water unable to give the abovementioned signals shall make some other efficient sound signal at intervals of not more than one minute.

### 7. Speed to be moderate in fog, etc.

(a) Seaplanes when taxiing on the water shall, in fog, mist, falling snow, heavy rainstorms or any other conditions similarly restricting visibility, whether by day or night, go at a moderate speed, having careful regard to the existing circumstances and conditions.

### APPENDIX B

#### *Lights to be displayed by aircraft*

[See paragraphs (4) and (7) of sub-section 2 of Section C of Schedule IV]

### 1. Lights to be displayed by aeroplanes

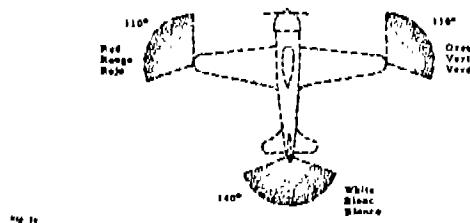
NOTE 1.—This Section describes the lights to be displayed in the air or on the ground only. The lights to be displayed by aeroplanes on the water are described in section 2 of this Appendix.

NOTE 2.—For the purpose of this Appendix;

- (a) The longitudinal axis of the aeroplane means a selected axis parallel to the direction of flight at a normal cruising speed, and passing through the centre of gravity of the aeroplane.
- (b) The horizontal plane of the aeroplane means the plane containing the longitudinal axis and perpendicular to the plane of symmetry of the aeroplane.
- (c) The vertical planes mean planes perpendicular to the horizontal plane defined in (b).

(1) *Navigation lights.*—(a) Navigation lights to be displayed in accordance with paragraph (4) of sub-section 2 of Section C are as follows (Fig. 16):

(Fig. 16).



- (i) an unobstructed red light projected above and below the horizontal plane through an angle from dead ahead to  $110^\circ$  to left (port);
- (ii) an unobstructed green light projected above and below the horizontal plane through an angle from dead ahead to  $110^\circ$  right (starboard);
- (iii) an unobstructed white light projected above and below the horizontal plane rearward through an angle of  $140^\circ$  equally distributed on the left (port) and right (starboard) sides.

(b) The lights may appear either as steady or as flashing lights, and if the flashing system is used, either one or both of the following additional lights may be displayed.

- (i) a flashing red rear light which alternates with the flashing white rear light;
- (ii) a flashing white light visible in all directions which alternates with the signal emitted by the lights described in (a) (i), (ii) and (iii).

(c) The minimum intensities of the lights specified in (a) shall be as follows:—

Light	Intensity in Candles
Port red light	5
Starboard green light	5
Rear light	3

(d) In addition wing tip clearance lights comprising steady lights of the colours described for the navigation lights in (a) (i) and (ii) may be provided if there are no navigation lights within 6 feet of the wing tips.

## 2. *Lights to be displayed by aeroplanes on the water*

NOTE.—For the purpose of this section:

- (a) An aeroplane on the surface of the water is "under way" when it is not aground or moored to the ground or to any fixed object on the land or in the water;
- (b) An aeroplane on the surface of the water is "under command" when it is able to execute manoeuvres as required by this schedule or by the International Regulations for Preventing Collisions at Sea;

(c) An aeroplane on the surface of the water is "making way" when it is under way and has a velocity relative to the water;

Lights to be displayed in accordance with Paragraph 7(b) of sub-section 2 of Section C are as follows:—

(1) *When under way*.—The steady lights described in 1(1) and in addition a steady white light (Fig. 17) visible forward throughout a dihedral angle of  $220^{\circ}$  bisected by a vertical plane through the longitudinal axis of the aeroplane and visible at a distance of at least 3 nautical miles except that;

(Fig. 17).

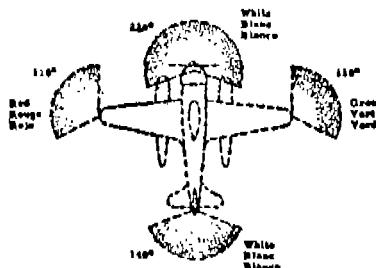


Fig. 17

(a) when towing another aircraft or vessel, in addition a second steady white light (Fig. 18) of the same construction and character as the additional steady white light already mentioned and in a vertical line at least 2 metres (6 feet) above or below such light;

(Fig. 18).

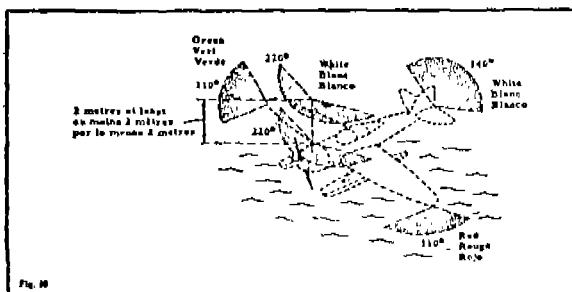


Fig. 18

(b) when being towed, only the steady lights described in 1(1);

(c) when not under command, two steady red lights (Fig. 19) placed where they can best be seen, one vertically over the other and not less than 1 metre (3 feet) apart, and of such a character as to be visible all around the horizon at a distance of at least 2 nautical miles and when not making way, no red and green lights described in 1(1) (Fig. 20):

(Fig. 19).

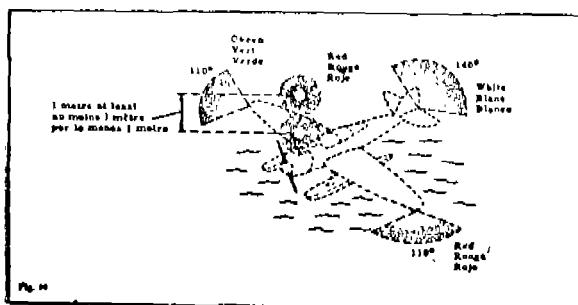
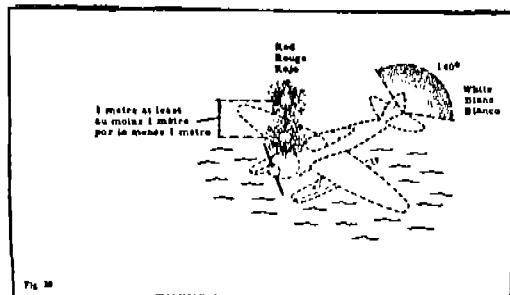


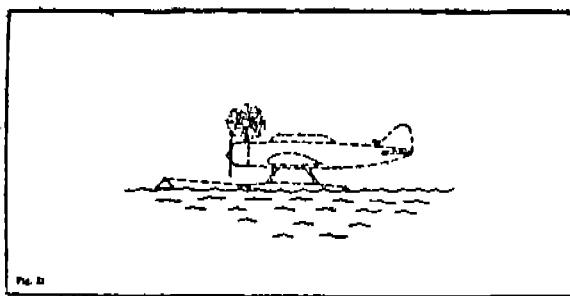
Fig. 19

(Fig. 20).



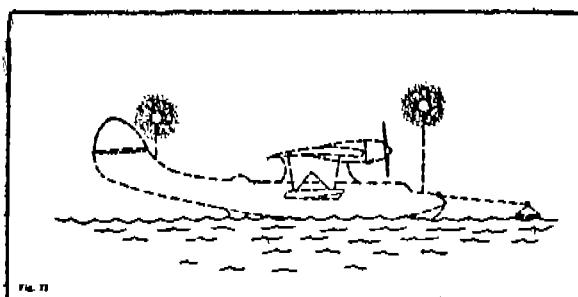
(2) *When at anchor.*—(a) If less than 50 metres (150 feet) in length, where it can best be seen, a steady white light (Fig. 21) visible all around the horizon at a distance of at least 2 nautical miles.

(Fig. 21).



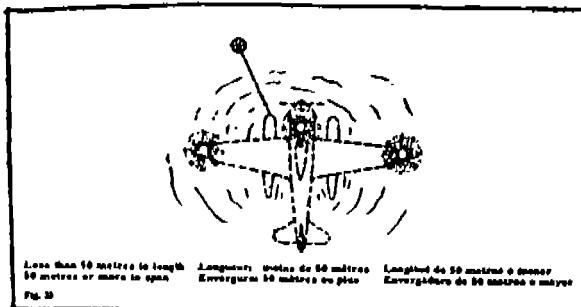
(b) If 50 metres (150 feet) or more in length, where they can best be seen, a steady white forward light and a steady white rear light (Fig. 22) both visible all around the horizon at a distance of at least 3 nautical miles.

(Fig. 22).

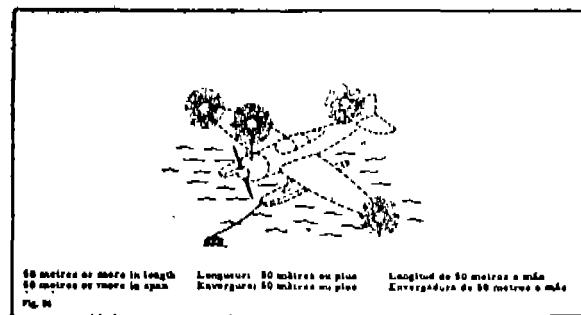


(c) If 50 metres (150 feet) or more in span a steady white light on each side (Figs. 23 and 24) to indicate the maximum span and visible, so far as practicable, all around the horizon at a distance of at least 1 nautical mile.

(Fig. 23).



(Fig. 24).



(3) *When aground*.—The lights prescribed in 2(2) and in addition two steady red lights in vertical line, at least 1 metre (3 feet) apart so placed as to be visible all around the horizon.

### 3. Lights to be displayed by gliders

Every glider in the air or on the manoeuvring area of an aerodrome shall display a red light visible, so far as practicable, in all directions.

### 4. Lights and day markings to be displayed by balloons and kites

(a) *Free balloons*.—A free balloon shall display a red light placed not less than 5 metres (15 feet) or more than 10 metres (30 feet) below the basket, or the lowest part of the balloon if there is no basket, and visible, so far as practicable, in all directions at a distance of at least 2 nautical miles.

(b) *Captive balloons and kites*.—In the case of a captive balloon or kite, lights shall be displayed in accordance with the following provisions, namely:—

- (i) When flown at an altitude exceeding 60 metres (180 feet) above the ground, or at any altitude if it is less than 3 nautical miles from an aerodrome or from a recognised air route, the balloon or kite shall display a white light placed 4 metres (12 feet) vertically above a red light, these lights being visible so far as practicable in all directions at a distance of at least 2 nautical miles, the upper white lights being placed not less than 5 metres (15 feet) or more than 10 metres (30 feet) below the basket, or, if there is no basket below the lowest part of the balloon or kite;
- (ii) In addition, from the mooring cable of the balloon or kite there shall be displayed at intervals of 300 metres (1,000 feet) measured from the said group of two lights, similar groups of two lights, one white and one red, and if the lowest group of lights is obscured by clouds, an additional group shall be displayed below the cloud base;

(iii) in addition, the position of the object to which the balloon or kite is moored on the ground shall be marked by a group of three flashing lights, arranged on a horizontal plane at the apexes of a triangle approximately equilateral and measuring at least 25 metres (75 feet) on each side; the side of this triangle, perpendicular to the horizontal projection of the cable, shall be delimited by two red lights the third light shall be a green light placed opposite the direction of the cable.

(c) *Day markings for captive balloons.*—By day, the mooring cable of a captive balloon shall have attached to it at intervals of not more than 200 metres (600 feet) measured from the basket or, if there is no basket, from the lowest part of the balloon, tubular streamers not less than 20 cm. (8 inches) in diameter and 2 metres (6 feet) in length, and marked with alternate bands of white and red 50 cm. (18 inches) in width.

(d) *Day markings for kites.*—By day, the mooring cable of a kite shall be marked, either in the manner required under the preceding paragraph in the case of a captive balloon, or by streamers of stout paper attached to the cable at intervals of 100 metres (300 feet) measured from the lowest part of the kite, such streamers being not less than 75 cm. (30 inches) in length and one foot in width in their widest part and marked with the alternate bands of white and red 10 cm. (4 inches) wide.

### 5. Lights to be displayed by airships

(1) Except as provided in sub-para (3) and (4) below, an airship when under way shall display the following lights, namely:—

- (a) forward, a white light fixed so as to show forward an unbroken light visible at a distance of at least five nautical miles and throughout a dihedral angle of  $220^\circ$  formed by the two vertical planes and bisected by the plane of symmetry;
- (b) on the right side, a green light fixed so as to show an unbroken light visible at a distance of at least five nautical miles and throughout a dihedral angle of  $110^\circ$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead, and the other is directed to the right;
- (c) on the left side, a red light fixed so as to show an unbroken light visible at a distance of at least five nautical miles and throughout a dihedral angle of  $110^\circ$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead and the other is directed to the left;
- (d) at the rear, a white light fixed so as to show astern an unbroken light visible at a distance of at least three nautical miles and throughout a dihedral angle of  $140^\circ$  formed by two vertical planes and bisected by the plane of symmetry.

(2) In a case where, in order to comply with the provision of sub-para. (1) above, a single light has to be replaced by several lights, the field of visibility of each of those lights shall be so limited that only one can be seen at a time.

(3) An airship which is under way and which is not under control, or which has voluntarily stopped its engines or which is being towed, shall display the following lights, namely:—

- (a) the forward and rear lights required by clauses (a) and (b) of paragraph (1) above;
- (b) in addition, below the airship, two red lights, one placed vertically below the other 4 metres (12 feet) apart, the upper light being 8 metres (25 feet) below the control car and both being visible so far as practicable in all directions at a distance of not less than two nautical miles;
- (c) in addition, if making way but not otherwise, the side lights required by clauses (b) and (c) of paragraph (1) above.

(4) By day, an airship in the circumstances mentioned in paragraph (3) above shall display two black balls or shapes each at least 60 cm. (2 feet) in diameter, one placed vertically below the other 4 metres (12 feet) apart, the upper one being 8 metres (24 feet) below the control car, and both being visible so far as practicable in all directions.

Where necessary in order to comply with this requirement, the said group of two black balls or shapes may be duplicated.

(5) An airship when moored to a mooring mast shall display at or near the rear a white light visible, so far as practicable, in all directions at a distance of at least three nautical miles.

(6) An airship, when moored to the ground or the surface of the water by a cable, shall display, forward, the white light required by clause (a) of paragraph (1) above, and at the rear, the white light required by clause (d) of that paragraph and in addition the airship and its mooring cable shall be lighted or marked in accordance with such of the provisions of section 4 above as are applicable in the case of a captive balloon.

(7) An airship while picking up its moorings, although considered as being under way and not being under control, shall however display only the lights specified in paragraphs (1) and (2) above until it is finally made fast.

## APPENDIX C

*Table of Quadrantal Cruising Levels*

(See sub-section 2 of Section E of Schedule IV)

The cruising levels to be observed when so required by this Schedule are as follows :—

Magnetic Track								
	From 000° to 089°		From 090° to 179°		From 180° to 269°		From 270° to 359°	
	Feet	Metres	Feet	Metres	Feet	Metres	Feet	Metres
Quadrantal	1,000	300	1,500	450	2,000	600	2,500	750
Cruising	3,000	1,900	3,500	1,050	4,000	1,200	4,500	1,350
Levels	5,000	1,500	5,500	1,700	6,000	1,850	6,500	2,000
	7,000	2,150	7,500	2,300	8,000	2,450	8,500	2,600
	9,000	2,750	9,500	2,900	10,000	3,050	10,500	3,200
	11,000	3,350	11,500	3,500	12,000	3,650	12,500	3,800
	13,000	3,950	13,500	4,100	14,000	4,250	14,500	4,400
	15,000	4,550	15,500	4,700	16,000	4,900	16,500	5,050
	17,000	5,200	17,500	5,350	18,000	5,500	18,500	5,650
	19,000	5,800	19,500	5,950	20,000	6,100	20,500	6,250
	21,000	6,400	21,500	6,550	22,000	6,700	22,500	6,850
	23,000	7,000	23,500	7,150	24,000	7,300	24,500	7,450
	25,000	7,600	25,500	7,750	26,000	7,900	26,500	8,100
	27,000	8,250	27,500	8,400	28,000	8,550	28,500	8,700
	29,000	8,850	29,500	9,000	30,000	9,150	30,500	9,300

## APPENDIX D

*Information concerning a proposed flight*

[See sub-section 3(1) of Section C of Schedule IV]

## FLIGHT PLAN

A flight plan shall contain such of the following information as is relevant. Flight plans for VFR flights normally contain only those elements in items (a) to (h) inclusive.

- (a) radio identification to be used by the aircraft (radiotelephony and radiotelegraphy call signs as appropriate) or aircraft identification only for aircraft not equipped with radio;
- (b) type of aircraft, or in case of a formation flight, types and numbers involved;
- (c) aerodrome of departure;
- (d) cruising level (see Note 1) and when required, route to be followed (see Note 2) or, if more than one cruising level is to be used, all cruising levels with the portion of the route relevant to each, except that 'VFR' should be shown instead of a cruising level in case of VFR flight;
- (e) aerodrome of first intended landing;
- (f) proposed time of departure expressed as a four-figure group;
- (g) proposed true air speed at cruising levels;
- (h) estimated elapsed time until arrival over the point of first intended landing expressed as a four-figure group;
- (i) alternate aerodrome(s);
- (j) radio transmitting frequency or frequencies to be used;
- (k) navigation and approach aids carried in the aircraft (see note 3);
- (l) number of persons on board, name of the pilot and except where this is evident from other information filed, the identity of the operator of the particular flight concerned;
- (m) amount of fuel on board expressed in hours and minutes and weight if required;
- (n) any other pertinent information which the Pilot-in-Command of the aircraft or air traffic services units deem necessary for control purposes.

NOTE 1.—The units used for level(s), speed and weight in items (d), (g) and (m) shall be indicated and identified by the approved ICAO abbreviations.

NOTE 2.—When aircraft are equipped with standard regional route transmitting frequencies the abbreviation RUT shall be inserted in lieu of such frequencies.

NOTE 3.—Appropriate code figures from the following groups shall be used:—

1—ILS	4—DME	7—LORAN
2—SBA	5—VOR	8—RADIO
		COMPASS
3—DECCA	6—GEE	

9. for the existing entry in column 2 against item 10 in Schedule VI the entry "Rule 16 and the rules in Schedule IV" shall be substituted.

[No. 10-A/54-52.]

K. K. UNNI, Dy. Secy.

## MINISTRY OF IRRIGATION AND POWER

## CORRIGENDUM

New Delhi, the 9th July 1958

**G.S.R. 617.**—In the Ministry of Irrigation and Power Notification No. EL-III-219(2), dated the 16th April, 1958, regarding rules for the levy of inspection fees for the services of Electric Inspector for the State of Pondicherry, the following amendment shall be made:—

In scale 'A' of the Schedule, against the words and figures, "Exceeding 1000 kilowatts", the figure "Rs. 600" shall be substituted by the figure "Rs. 500".

[No. EL-III-219(2).]

N. S. VASANT, Officer on Special Duty.

## MINISTRY OF WORKS, HOUSING AND SUPPLY

## (Central Boilers Board)

New Delhi, the 10th July 1958

**G.S.R. 618.**—The following draft of a further amendment to the Indian Boiler Regulations, 1950, which the Central Boilers Board propose to make in exercise of the power conferred by section 28 of the Indian Boilers Act 1923 (3 of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 31st August, 1958.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing and Supply, North Block, New Delhi.

## Draft Amendment

In the said Regulations—

for sub-regulation (b) of regulation 166, following shall be substituted, namely:—

"(b) The studs or bolts of large doors may be screwed through the plates and riveted over when the working pressure of the boilers does not exceed 200 lbs. per square inch. When such pressure exceeds 200 lbs. per square inch the studs or bolts need not be screwed through the full thickness of the plate provided that the depth of screwing is not less than the diameter of the stud and the stud is locked against turning by welding or other means approved by the Inspecting Authority. Lugs may be satisfactorily welded to manhole doors for the attachment of bolts. All welds shall be made to the satisfaction of the Inspecting Authority".

[No. S&amp;P. II/BL-20(1)/57.I]

M. N. KALE, Secy.

## MINISTRY OF REHABILITATION

## (Office of the Chief Settlement Commissioner)

New Delhi, the 9th July 1958

**G.S.R. 619.**—[R-Amdt.-XXIV].—In exercise of the powers conferred by section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of

1954), the Central Government hereby makes the following further amendment in the Displaced Persons (Compensation and Rehabilitation) Rules, 1955, namely:—

1. In the said rules, after rule 41 the following rule shall be inserted, namely,—

**'41-A'.** Without prejudice to the provisions of sub-rule 2 of rule 41, an allottable Government built property may, irrespective of the class of colony where it is situated, be transferred to a claimant, who is an authorised allottee, in lieu of the net compensation payable to him, provided that (a) if such net compensation is 20% or more of the value of the property, the whole of such compensation shall be adjusted against this value; and (b) if such net compensation is less than 20% of the value of the property, the difference between 20% of such value and the net compensation due to him shall be paid by him in cash. The balance left thereafter with interest at the rate specified in clause (d) of rule 28 shall be paid in seven equated annual instalments.

[No. 7/13/57-SI/Policy-I.]

I. N. CHIB,

Deputy Chief Settlement Commissioner &  
Ex-Officio Dy. Secy.

### MINISTRY OF COMMERCE AND INDUSTRY

New Delhi, the 15th July 1958

**G.S.R. 620.**—In exercise of the powers conferred by section 25 of the Rubber Act, 1947 (24 of 1947), the Central Government hereby makes the following further amendments in the Rubber Rules, 1955, published with the notification of the Government of India in the Ministry of Commerce and Industry, No. S.R.O. 1662, dated the 1st August, 1955, namely:—

In the said Rules—

(1) in rule 43,—

(i) in sub rule (1),

for the words "Every estate when required to do so", the words "Every small grower, when required to do so, every large grower" shall be substituted;

(ii) for sub-rule (2), the following sub-rule shall be substituted, namely:—

"(2) Every manufacturer shall submit to the Board a monthly return in Form K of stocks of rubber including synthetic and reclaimed rubber held or acquired, consumed, etc., together with a monthly return in Form L of rubber acquired or disposed of.";

(2) in Form B,—

(1) for the brackets and words "(This application should be recommended by 2 different owners of rubber estates of not less than 15 acres each)" the following shall be substituted, namely:—

"(This application should be recommended by not less than two persons falling under any of the following categories:—

(1) Owners of rubber estates of not less than 15 acres each;

(2) Registered dealers;

(3) Registered manufacturers;"

(ii) for the words "Name and address of the owner" in the two places where they occur the words "Name and address of the owner, dealer or manufacturer" shall be substituted;

(iii) for the words "Register Number of the estate" in the two places where they occur the words "Register Number of Estate or Dealer or Manufacturer" shall be substituted;

(3) in Form E, at the end of the sentence "This licence is valid from..... to..... both days inclusive", the words "and is not transferable" shall be inserted;

(4) for Form F, the following Form shall be substituted, namely:—

“FORM F

[See Rule 41(1)]

THE RUBBER BOARD

*Application for licence for newplanting/replanting rubber*

1. Full name and address of applicant.
2. Area intended to be newplanted/replanted\*.
3. District, Taluk, Village or Pakuthy in which the land is situated.
4. If for replanting, Registration No. of the estate.
5. Number and date of the Money Order Receipt for the licence fee (Re. 1) remitted.

Station.....

Date.....

Signature of the applicant.

\*Strike out the word not applicable.”;

(5) for Form G, the following form shall be substituted, namely:—

“FORM G

[See Rule 41(2)]

THE RUBBER BOARD

*New Planting Licence*

Licence No..... Date of issue.....

Name and address of applicant.

Registration No. of Estate.

Registered area of estate.....acres.

Description of area where rubber is permitted.....

Permission is granted to plant.....acres. This licence is valid for a period up to.....

A return in the form attached should be submitted so as to reach the Secretary, Rubber Board, not later than the 31st December, 19.....

Kottayam.

Kerala State,

South India.

For the Rubber Board,

Secretary.

*Return of Newplanting*

Registration No.....

Newplanting Licence No.....dated.....

The area planted:—

*Planting material*

*Acres.*

(i) Unselected (ordinary) seedlings.

.....

(ii) Clonal seedlings.

.....

(iii) Budgrafts.

.....

(Strike out the words not applicable)

NOTE.—1. In the case of unselected ordinary seedlings, state the area that would be budded later.

2. If no area has been planted that fact should be stated.

Date.....

Signature,

To

The Secretary, Rubber Board,  
Kottayam, Kerala State."

(6) in Form H,

(i) for the brackets and words "(This return for each month should be sent so as to reach the Secretary, Rubber Board, Kottayam, by the 10th of the succeeding month)", the following shall be substituted, namely:—

"(The return for each month should be sent so as to reach the Secretary, Rubber Board, Kottayam, on or before the 20th of the succeeding month)":

(ii) the items "Clean Dry Curly Scrap No. 1, Clean Dry Curly Scrap No. 2, Clean Dry Smell Scrap, Clean Dry Washed Earth Scrap No. 1, and Clear Dry Earth Scrap No. 2" shall be omitted and in their place the following item shall be substituted, namely:—

"Scraps (Dry weight)":

(7) for Form I, the following form shall be substituted, namely:—

**"FORM I**

[See Rule 41(2)]

**THE RUBBER BOARD**

*Replanting Licence*

Licence No.....

Date of issue.....

Name and address of applicant.....

Registration No. of the Estate.....

Registered area of the Estate.....acres.

Description of area where rubber is permitted to be replanted.

Permission is granted to replant.....acres.

This licence is valid for a period up to.....

The return in the form attached should be submitted to the Secretary, Rubber Board, not later than 31st December, 19.....

Kottayam,

Kerala State,

South India.

For the Rubber Board,

Secretary.

*Return of Replanting*

Replanting Licence No.....

Registration No. of Estate.....

Area replanted.....

*Planting material*

*Acres.*

(a) Unselected (ordinary) seedlings.....

(b) Clonal seedlings.....

(c) Budgrafts.....

(Strike out the words not applicable).

NOTE.—1. In the case of unselected (ordinary) seedlings, state the area that would be budded later.

2. If no area has been replanted, that fact should be stated.

Date.....

Signature.....

To,

The Secretary,  
Rubber Board,  
Kottayam,  
Kerala State.";

(8) for Form K, the following form shall be substituted namely:—

**"FORM K**

(See Rule 43)

(The return for each month should be sent so as to reach the Secretary, Rubber Board, Kottayam, on or before the 20th of the succeeding month).

**THE RUBBER BOARD**

Register No.....

Name of Manufacturer.....

Full address.....

I hereby declare that the following is a true account in respect of.....  
for the month of..... (State here the name of the firm)

(1) Position of Natural Rubber (Indigenous and Imported).



(1)	(2)	(3)	(4)	(5)	(6)	(7)
Flat Bark Crepe (Earth Scrap Crepe)	Group 7					
Scraps (Dry weight)						
Sole Crepe						
Latex (Dry rubber Content) (State percentage of concentration).	(i) Normal. (ii) Centrifuged concentrate. (iii) Creamed concentrate.					
TOTAL						

Signature of the Manager/Proprietor of the Factory.  
(Name of the person signing should be given in BLOCK LETTERS).

**SCHEDULE I**  
**Position of Synthetic Rubber**

SCHEDULE II  
Position of Reclaimed Rubber.

Type of Re- claimed Rubber	Closing stocks of all grades as shown in the last return	Quantity imported or produced or ac- quired during the month	Quantity consumed during the month	Quantity disposed of, if any, during the month	Balance of stock held on hand at the end of the month.	Quantity in transit at the end of the month
(1)	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
<b>TOTAL</b>						

Signature of the Manager/Proprietor of the Factory.  
(The name of the person signing should be given in BLOCK LETTERS)

Place.....

Date.....

## (9) in Form L,

for the brackets and words "(The return for each month should be sent so as to reach the Secretary, Rubber Board, Kottayam, not later than the 10th of the succeeding months)", the following shall be substituted, namely:—

"(The return for each month should be sent so as to reach the Secretary, Rubber Board, Kottayam, on or before the 20th of the succeeding month)".

[No. 15(9)Plant(B)/57.]

H. K. BANSAL, Under Secy.

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TEA CONTROL

New Delhi, the 10th July 1958

**G.S.R. 621.**—The following draft of a further amendment, to the Tea Rules 1954, which the Central Government proposes to make in exercise of the powers conferred by section 49 of the Tea Act, 1953 (29 of 1953), is published as required by sub-section (1) of the said section for the information of all persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 21st August, 1958.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

*Draft Amendment*

In rule 20A of the said rules, the words "or for redemption of any earlier loan taken for purchase or construction of a new house" shall be omitted.

[No. 8(5)Plant(A)/58.]

**G.S.R. 622.**—In exercise of the powers conferred by sub-section (1) of section 50 of the Tea Act, 1953 (29 of 1953), the Tea Board hereby makes the following further amendment in the Tea Board By-laws, 1955, the same having been confirmed by the Central Government as required by sub-section (2) of the said section, namely:—

In by-law 26 of the said by-laws the words "or for redemption of any earlier loan taken for purchase or construction of a new house" shall be omitted.

[No. 8(5)Plant(A)/58.]

P. V. RAMASWAMY, Under Secy.

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MINISTRY OF STEEL, MINES & FUEL

(Department of Mines and Fuel)

New Delhi, the 12th July 1958

**G.S.R. 623.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the methods of recruitment to class III and class IV posts in the Head Quarters and Regional Offices of the Coal Controller, namely:—

1. These rules may be called the Coal Controller's Organisation (Class III and Class IV Posts) Recruitment Rules, 1958.
2. These rules shall apply to the posts specified in column 2 of the Schedule to these rules and the classification of the posts, the scale of pay attached thereto and whether they are selection or non-selection posts shall be as specified in columns 3 to 5 of the said Schedule.
3. The method of recruitment to the posts aforesaid, the age limit and other qualifications in respect of candidates recruited to them and other matters relating to those posts shall be as specified in columns 6 to 14 of the Schedule aforesaid.



	10	11	12	13	14
By promotion.	Promotion from the post of Chief Clerk on the basis of Selection. The Constitution of the D.P.C. for dealing with promotions to and within Class III in the Regional Offices of C.C.'s Organisation is as below	..	..	..	..
Do.	Promotion from the post of Head Clerk on the basis of Selection.	(i) C.S. of Dhanbad, (ii) D.C.S., Secunderabad (iii) A.C.S.K.P. Docks, Calcutta. (iv) Deputy Assistant Coal Controller, Assam.	..	..	..
Do.	Promotion from the post of U.D.C. Clerk of all the outlying offices on the basis of Selection.	Do.	..	..	..
Do.	Promotion from the post of L.D. Clerk/Typist on the basis of Seniority subject to rejection of unfit.	..	..	..	For promotion to the posts of U.D.C. in an office L.D. Clerks of only the office will be considered.
By direct recruitment.	..	..	..	..	..
Do.	..	..	..	..	..
110.	..	..	..	..	..
By promotion.	Promotion from peon.	..	..	..	..
By direct recruitment.	..	..	..	..	..
Do.	..	..	..	..	..



## MINISTRY OF FOOD &amp; AGRICULTURE

## (Department of Food)

New Delhi, the 14th July 1958

**G.S.R. 624/Sugar. Export.**—In exercise of the powers conferred by sub-section (3) of section 9 of the Sugar Export Promotion Ordinance, 1958 (6 of 1958), the Central Government hereby publishes for the purposes of that sub-section the price differential Schedule for the different grades of sugar.

## THE PRICE DIFFERENTIAL SCHEDULE

The price differentials in naye paise per maund for the various grades of sugar mentioned below shall, in relation to the basic grade, that is to say, the Indian Sugar Standard (ISS) grade D-29 produced during the 1957-58 and 1958-59 seasons, be as specified against the respective grades:—

ISS grade	ISS grade	ISS grade			
A-29	+175	A-28	+137	A-27	+100
B-29	+112	B-28	+75	B-27	+37
C-29	+37	C-28	..	C-27	-25
D-29	..	D-28	-31	D-27	-56
E-29	-19	E-28	-50	E-27	-75

[No. 4-18/58-SV.]

S. D. UDHRRAIN, Under Secy.

## (Department of Food)

## ORDER

New Delhi, the 12th July 1958

**G.S.R. 625.**—In exercise of the powers conferred by section 3 of the Essential Commodities Act, 1955 (10 of 1955), the Central Government hereby directs that, notwithstanding anything contained in the Inter-Zonal Wheat Movement Control Order, 1957, it shall be lawful for a person ordinarily residing outside the limits of Zone III (comprising the States of Madhya Pradesh, Rajasthan and Bombay) to export wheat from any place in the State of Madhya Pradesh to any place outside the said limits, under and in accordance with a permit issued by the Director of Food Supplies, Madhya Pradesh, or the Collector having jurisdiction.—

- (a) if such wheat is received by such person as wages in kind for work done by his in the said State, or
- (b) if such wheat is the produce of his own land situated in the said State and is required for consumption by himself and the members of his family.

[No. 201(3)/B/58-PY.II]

S. N. BHALLA, Dy. Secy.

